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<u>World Forum for Harmonization of Vehicle Regulations (WP.29)</u>

<u>Working Party on General Safety Provisions (GRSP)</u>
(Thirty-seventh session, 23-27 May 2005,
agenda item B.1.4.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 44
(Child restraints)

<u>Transmitted by the expert from Germany on behalf of the
Technical Services Group (TSG) on Regulation No. 44</u>

<u>Note</u>: The text reproduced below was prepared by the TSG in order to align the Regulation to the progress of international standards.

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<u>Note</u>: This document is distributed to the Experts on Passive Safety only.

A.   PROPOSAL

Paragraph 8.5., amend to read:

"8.5.   The measuring procedures shall correspond to those defined in the latest edition of ISO6487. The channel frequency class shall be:

Type of measurement	CFC(F_H)	Cut off frequency (F_N)
Trolley acceleration	60	see ISO6487 :2002 Annex A
Belt loads	60	see ISO6487 :2002 Annex A
Chest acceleration	180	see ISO6487 :2002 Annex A
Head acceleration	1000	1650

The sampling rate should be a minimum of 10 times the channel frequency class (i.e. in installations with channel frequency class of 1000, this corresponds to a minimum sampling rate of 10000 samples per second per channel). "

Annex 7, paragraph 2. and Appendix 1, (French only), correct the figure of the stopping distance tolerance for frontal impact to read "30 mm".

Annex 7, paragraph 3., amend to read:

"3.   The calibration and measuring procedures shall correspond to those defined in ISO 6487, latest edition. The measuring equipment shall correspond to the specification of a data channel with a channel frequency class (CFC) of 60."

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B.   JUSTIFICATION

In the latest revision of ISO 6487, year 2002, the table where F_N is indicated has been deleted. There is still a reference to F_N (1000 and 1650 respectively) only for CFC 600 and CFC 1000. For lower CFC (up to a maximum of 180) a new filter algorithm has to be used : Butterworth four poles phaseless. This algorithm is inserted as normative annex in Annex A. In figure 2 of this annex the F_N parameter appears with values of 100 and 300 respectively for CFC 60 and CFC 180.

The wrong stopping distance tolerance in the French translation of the regulation is only a typographical error.

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